

RECORD an article that pertains to the development of the Sabine River. The article was sent to me by the Honorable Verne Clements, president of the Longview National Bank who, along with Mr. Monk Willis and others, has taken a great deal of interest in the development of the Sabine River. Mr. Clements and Mr. Willis have appeared before congressional committees with me in behalf of money for surveys of the Sabine River and its tributaries.

FROM ORANGE TO LONGVIEW—TOLEDO BEND DAM PROJECT BUOYS HOPES ON TEXAS BIGGEST RIVER

(By Bob Bowman)

CENTER.—For longer than most care to remember, Sabine River leaders have been hearing towboat whistles in their dreams.

They have envisioned long strings of barges plying the river between Longview and Orange, bringing new prosperity to east Texas.

DREAM COMING TRUE

Today, instead of a bewhiskered vision, navigation on the Sabine—most prolific of Texas rivers—looms as an early probability. Construction could begin in 1967 or 1968.

The river's canalization timetable is geared to a 4-year study of the stream by the U.S. Corps of Engineers, but Sabine leaders feel the study, when completed in mid-1966, will show that the project is economically feasible.

LAKE BUOYS HOPES

Biggest reason for their optimism is the \$60 million Toledo Bend Dam project, which will create a 70-mile-long lake spanning more than a third of the distance from Longview to Orange.

"The Toledo Reservoir should enhance greatly the feasibility of navigation on the Sabine," D. N. Beasley of San Augustine, president of the Sabine River Authority of Texas, said.

"Not only will it create 70 miles of uninterrupted waterway for barge traffic, but its releases will greatly improve the stabilized flow of the river below the dam."

REPORT FAVORABLE

When the twin Sabine River authorities of Texas and Louisiana award a dam contract in mid-March, it will include provisions for future navigation accepted by the Corps of Engineers.

Encouragement for early canalization of the Sabine has also come from a voluminous river study by Forrest & Cotton of Dallas, SRA engineers.

The report shows that navigation is "an engineering possibility" and pinpoints probable locations of three additional dams that would be needed to stabilize the river's flow and depth.

CALLS FOR "SMALL DAMS"

These include a 45-foot dam at Bon Wier, in Newton County; a 40-foot dam at State-line, near Logansport, La., and a 50-foot dam near Carthage, in Panola County. Beasley calls these "small dams" in comparison with Toledo Bend's 110-foot height.

The Bon Wier Dam, about 100 miles from the Sabine's mouth, would primarily create a regulatory reservoir to catch releases from Toledo Bend and stabilize their flow.

CALLED SIMPLE THING

Conversion of the Sabine to canalization will be a "simple thing" compared with the enormity of the Trinity River project, Beasley said.

Still another factor in the navigation proposal is the Sabine's discharge, 6.8 million acre-feet.

SRA members will start pushing for early canalization after their Toledo Bend project is past the point of no return.

"The authority is completely in accord with navigation," says Beasley, "but we've got to put Toledo Bend first."

State Senator Martin Dies Jr., of Lufkin believes navigation on the Sabine will be the turning point of east Texas economy.

TWO OFFICES AT WORK

The Corps of Engineers study is underway by corps district offices in Fort Worth and Galveston. It began in 1962. The current appropriation by Congress for the study totals \$115,000.

The study also embraces water supply, drainage, flood protection and pollution.

Improvements to a minor segment of the Sabine canal, from Orange to Echo, already have been approved by Congress. Planning for this is underway by the Galveston district office with a \$300,000 appropriation.

There also has been discussion, but no study authorized, of a canal linking Toledo Bend Reservoir and Sam Rayburn Lake on the Angelina River. Proponents say a 10-mile canal would provide the Lufkin-Nacogdoches area with a vital outlet to the Gulf coast by way of the middle Angelina and lower Sabine Rivers.

## Wayne Johnston Begins 20th Year as President of the Illinois Central

### EXTENSION OF REMARKS

OF

HON. ROLAND V. LIBONATI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 26, 1964

Mr. LIBONATI. Mr. Speaker, President Wayne A. Johnston of the Illinois Central Railroad enters upon his 20th year in that office. Although he has in his career earned many laurels and citations for his efforts in advancing community, city, county, State and National programs both at civic and educational levels of public service, yet his true love is as the chief keeper of the fortunes of the Illinois Central Railroad system in its business and personnel problems.

His many friends congratulate him upon his successful accomplishments in placing the Illinois Central Railroad among the leaders of the railroad systems of the Nation. He deserves the commendation of all of his fellow Illinoisans together with the employees and officials of the Illinois Central for his progressive and executive leadership in his field. May God protect and guide him in his dedication to a public service so important to the economy of his city, State and Nation.

The following article appearing in the Chicago Tribune reflects the public acceptance that he enjoys in Illinois:

WAYNE JOHNSTON BEGINS 20TH YEAR AS IC'S CHIEF

(By Louis Dombrowski)

The voice at the other end of the telephone growled, "Johnston."

Most first-time callers to the office of Wayne A. Johnston, president of the Illinois Central Railroad, generally are taken aback by the gruff voice. He answers his own telephone.

Johnston begins his 20th year in the IC presidency today. Come July, he will surpass the IC presidential tenure record of 19½ years set by Stuyvesant Fish, the 10th IC chief.

Few men have headed a major railroad as long as Johnston. It was on February 23, 1945, that Johnston, then general manager of the railroad, was notified that the board had named him president. He was 47, one of the youngest chief executives of all time.

EATS, SLEEPS, BREATHES IC

Knowledgeable, articulate, and often outspoken, Johnston's colleagues and family insist "he eats, sleeps, and breathes Illinois Central and railroading" in that order.

The 16th president of the Illinois Central since its founding in 1851 has been with the railroad for nearly 46 years starting as an accountant.

In his 19 years as president, Johnston transformed the railroad from steampower to diesel. The IC debt structure was reduced from more than \$286 million to less than \$179 million despite heavy post-war inflation. The Illinois Central has consistently shown a profit in the last 19 years, averaging more than \$19½ million annually.

Johnston's efforts in the IC have been hailed in railroad circles, in financial centers, and by the American Institute of Management, which described the management team built by the somewhat portly president as "professional management in the best sense of the word."

He is an ardent champion of railroads, consistently optimistic about the industry's future and the future of the IC. Besides his tenure at the "Mainline of Mid-America," Johnston is the senior board member of the Association of American Railroads.

EXPRESSES THANKS TO GOD

"As I start my 20th year as president of the IC, I thank God that He has given me the good health and energy to do this job," he said recently.

"I would not trade places with any man in the world, for I love what I do."

"To the end of my days, I will be glad that I walked into the division office at Champaign, Ill., that morning back in 1918 and asked if the railroad could use an accountant."

## Meat Imports

### EXTENSION OF REMARKS

OF

HON. GLENN CUNNINGHAM

OF NEBRASKA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 26, 1964

Mr. CUNNINGHAM. Mr. Speaker, I wish to call to the attention of my colleagues the following article that appeared in the February 19 edition of the Stockman's Journal, published in Omaha, Nebr. Cattlemen from the meat-producing States are extremely concerned about the influx of foreign meats flooding our markets, and they are thoroughly disappointed with the recent beef import reduction.

AGREED BEEF IMPORT REDUCTION DISAPPOINTS U.S. CATTLE INDUSTRY—CALL GOES OUT FOR TOUGH LEGISLATIVE RESTRICTIONS

Cattlemen, feeders, legislators, and bankers—representing practically every phase of the producing side of the cattle industry—reacted strongly Tuesday to an announcement that Australia and New Zealand have agreed to curb by 6 percent their shipments of beef to the United States.

While all of these interests favor reduction of foreign imports of meat, they were generally disappointed by the amount of reduction that would result from the agreement announced late Monday by the Federal Government.

As a result, many have called for strict legislation to control the growing volume of meat imports, believed a depressing influence on currently sagging domestic beef cattle prices.

The need for positive legislation to provide reasonable protection against heavy imports of foreign beef was emphasized by the American National Cattlemen's Association upon learning that the two largest shippers, Australia and New Zealand, had agreed on a high quota for future beef shipments to the United States.

Brooks J. Keogh, association president, said in Denver the agreement was not unexpected but that the organization and its 38 affiliated State groups and many Governors and Congressmen are "extremely disappointed because we had asked for a lower base than that agreed to."

The agreement provides Australia and New Zealand with quotas equal to the average shipped here during 1962 and 1963, with a "growth factor" allowing for an annual increase in tonnage of 3.7 percent.

Cattlemen, recognizing that reasonable competition is healthy, had asked for substantially lower quotas because the levels of imports during 1962 and 1963 were exceptionally high and were causing considerable disruption and financial loss in the domestic cattle and beef industry.

"It is only natural that Australia and New Zealand would accept such high quotas because they have everything to gain," Keogh said.

"Our Nation, until now, has had virtually no protection against foreign meat, and it appears that these high quotas still will leave the domestic beef industry in trouble," he said.

"Our only hope is for legislation to establish more reasonable quotas on indiscriminate and ruinous imports," Keogh added.

#### NLFA OFFICIALS DISTURBED, DISGUSTED WITH AGREEMENT

Officials of the National Livestock Feeders Association in Omaha were disturbed and disgusted with the details of the agreement made Monday with Australia and New Zealand on the limitations of imports of beef, veal, and mutton.

"I'm dumbfounded and can't understand why our Government would consent to such an unrealistic agreement," said Erwin E. Dubbert of Laurens, Iowa, president of the NLFA.

"Under the circumstances," Dubbert continued, "we have no alternative but to ask legislation that will reduce imports of beef and veal to the 1960 level which approximated 5 percent of the U.S. production, and we intend to pursue legislation with all the strength we have."

Under the agreement, Australia and New Zealand, said they would hold exports of beef, veal, and mutton to the United States to the average volume sent here in the years, 1962-63. However, since the agreement does not include cooked, cured, and canned products total imports in 1964 could equal or exceed the 1963 volume. The agreement also permits annual increases beginning in 1965 at the rate of 3.7 percent which is higher than our domestic population increase.

"The arrangement would permit imports of beef and veal in 1964 at the approximate level 1.6 billion pounds, carcass weight basis," said B. E. (Bill) Jones, associate secretary-treasurer of the NLFA, "and this means adding the equivalent of 2,667,000 head of 1,000-pound fed cattle to our annual domestic slaughter, or 50,000 to 51,000 head of extra cattle every week." Jones said the domestic livestock economy simply cannot stand this unreasonable addition to our plentiful domestic supply.

"The announced arrangement with the Australian and New Zealand Governments is more in the nature of a surrender by the United States instead of a realistic agree-

ment," said Don F. Magdanz, executive secretary of the NLFA.

"At the annual convention of the feeders association held just last week in St. Louis, Mo., the membership demanded a reduction in imports to approximately 775 million pounds annually and, despite the agreement, the wheels are already in motion to carry out these instructions," Magdanz added.

### Exiles Losing Hope for Free Cuba

#### EXTENSION OF REMARKS

OF

#### HON. BOB WILSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 26, 1964

Mr. BOB WILSON. Mr. Speaker, as a portion of my remarks, I would like to insert an editorial from the San Diego Union of February 19, 1964, written by Charles Keely entitled "Exiles Losing Hope for Free Cuba."

Mr. Keely is a veteran Latin American affairs reporter for the Copely News Service and has traveled widely in Latin America. For more than 3 years he has concentrated on trends in Latin America from his vantage point here in Washington and in 1963 was the runner-up for the Raymond Clapper Award for his early reporting on the presence of Soviet missiles in Cuba.

His article follows:

[From the San Diego Union, Feb. 19, 1964]

#### EXILES LOSING HOPE FOR FREE CUBA

(By Charles Keely)

The Cuban exiles' hopes for a free Cuba are fading under the Johnson administration. There had been cautious optimism in exile circles that Mr. Johnson would untie some of the restrictive quarantines imposed on militant exile groups by President Kennedy.

These included the banning of all pirate raids and arms running to guerrillas inside Cuba.

But President Johnson appears equally firm in his policy to limit all but U.S.-sanctioned operations against Fidel Castro.

At least one militant refugee group is reliably reported to be carrying out infrequent—about once a month—attacks on their homeland. The organization, known as "Mambises," is said to operate out of Central America.

But other exile action groups are still being handcuffed. Federal agents apprehended a 50-foot boat with 16 refugees aboard on January 12 off Key West, Fla. The armed boat, manned by anti-Castro rebels, was boarded by a U.S. Coast Guard cutter and returned to port.

Exile sources say the 16, members of a group called "Commandos Autenticos," were all trained by the U.S. Army at Fort Jackson, S.C. The rebels were carrying food, shoes, boots, and other equipment to guerrillas in Cuba's Escambray Mountains.

Exiles point with bitter irony to the fact that while a search is still being made for their agents off the Florida coast, a California fisherman, Denys Lee Kirby, 22, recently lifted a stolen shrimp boat to Cuba unharmed and defecting.

In addition, there are growing reports of economic advances being made in Cuba which have all but obliterated the Kennedy-Johnson policy of driving Castro to his knees with a trade embargo.

Increased Western trade with Cuba and high world-market prices for Castro's sugar

have apparently coupled to ease many of Cuba's critical shortages.

Indeed, exiles report Cuba's restaurants are again filling up and offer good selections of food. Other items, virtually unavailable 6 months ago, are back on store shelves or obtainable through the black market, exiles say.

Anti-Castro rebel activity has been nearly exhausted, exile intelligence sources report. Communist bloc technical services are beginning to pay off in sugar refining and other agricultural areas. What the Russians cannot provide for Castro, he is now obtaining from U.S. allies.

Exiles claim under-the-table payments to refugee organizations are still heavy, but most are limited to propaganda programs.

In short, Cuban exiles believe the 90 miles to their homeland is getting longer every day.

### Faulty Approach to Problem

#### EXTENSION OF REMARKS

OF

#### HON. EDWARD J. DERWINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 26, 1964

Mr. DERWINSKI. Mr. Speaker, one of President Johnson's proposals which has received considerable attention is the recommendation that we change the overtime provisions of our present wage-hour law.

If the mail being received in my office is typical of that being received by other Members, there is considerable doubt of the wisdom, as well as the timing of the suggestion.

One of the first editorial comments of the year from a publication in my district appeared in the Sunday, February 23 edition of the Chicago Heights Star, which I place into the Record at this point, believing it to be a calm, constructive analysis of many aspects of the overtime payment debate.

The editorial follows:

#### AS WE SEE IT: FAULTY APPROACH TO PROBLEM

Attempts to cut deeply into the problem of unemployment deserve the most sympathetic attention of all who might be able to contribute toward its solution. It is distressing to reflect that even in times of high prosperity many good people have difficulty finding a job.

Nevertheless, those who believe that we can legislate our way out of the predicament through such devices as double time for overtime work would be well advised to consider all aspects of the proposed panacea.

The expectation of the plan's proponents, apparently, is that overtime work would be greatly diminished by this regulation, giving way to new jobs. But would it? Surely, if it were practical to convert the extra work into new jobs, that would be done now to avoid paying time and one-half for extra hours.

It is more likely that some employers would be forced to pay the extra overtime wage, resulting in higher prices for their products or services, provided it did not render them noncompetitive.

In many instances, it can be anticipated, overtime workers would be replaced by "moonlighters" working at straight time, or greater efforts would be made to eliminate after-hours operations. The results of these developments might be more serious than all of the others combined.